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COVER: Dedicated to sustainable practices, the Maryland Port Administration has worked with Port partners to put numerous strategies in place that have resulted in a sweeping range of environmental achievements in recent years. Photography courtesy of the Maryland Port Administration and by Bill McAllen.

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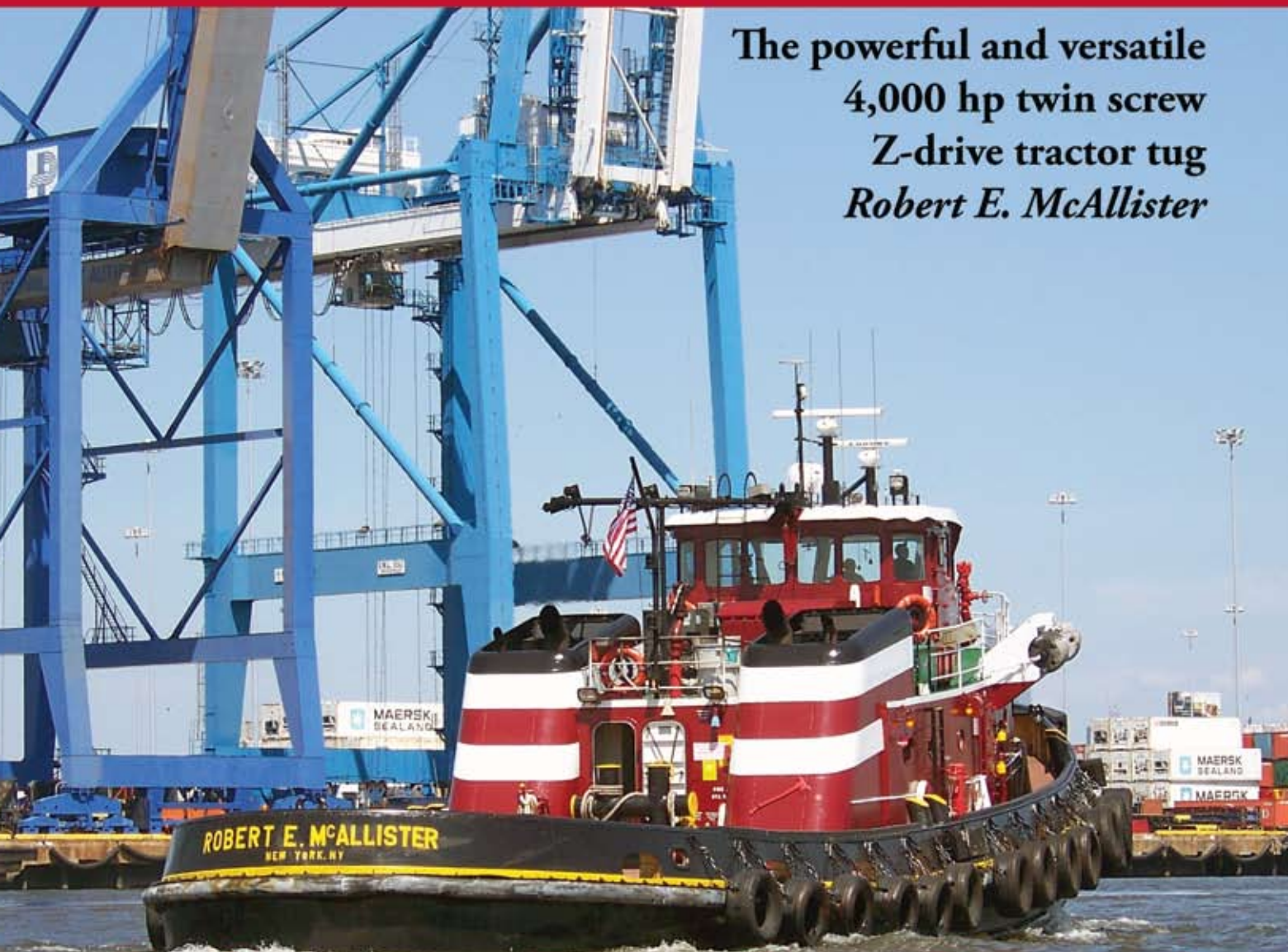
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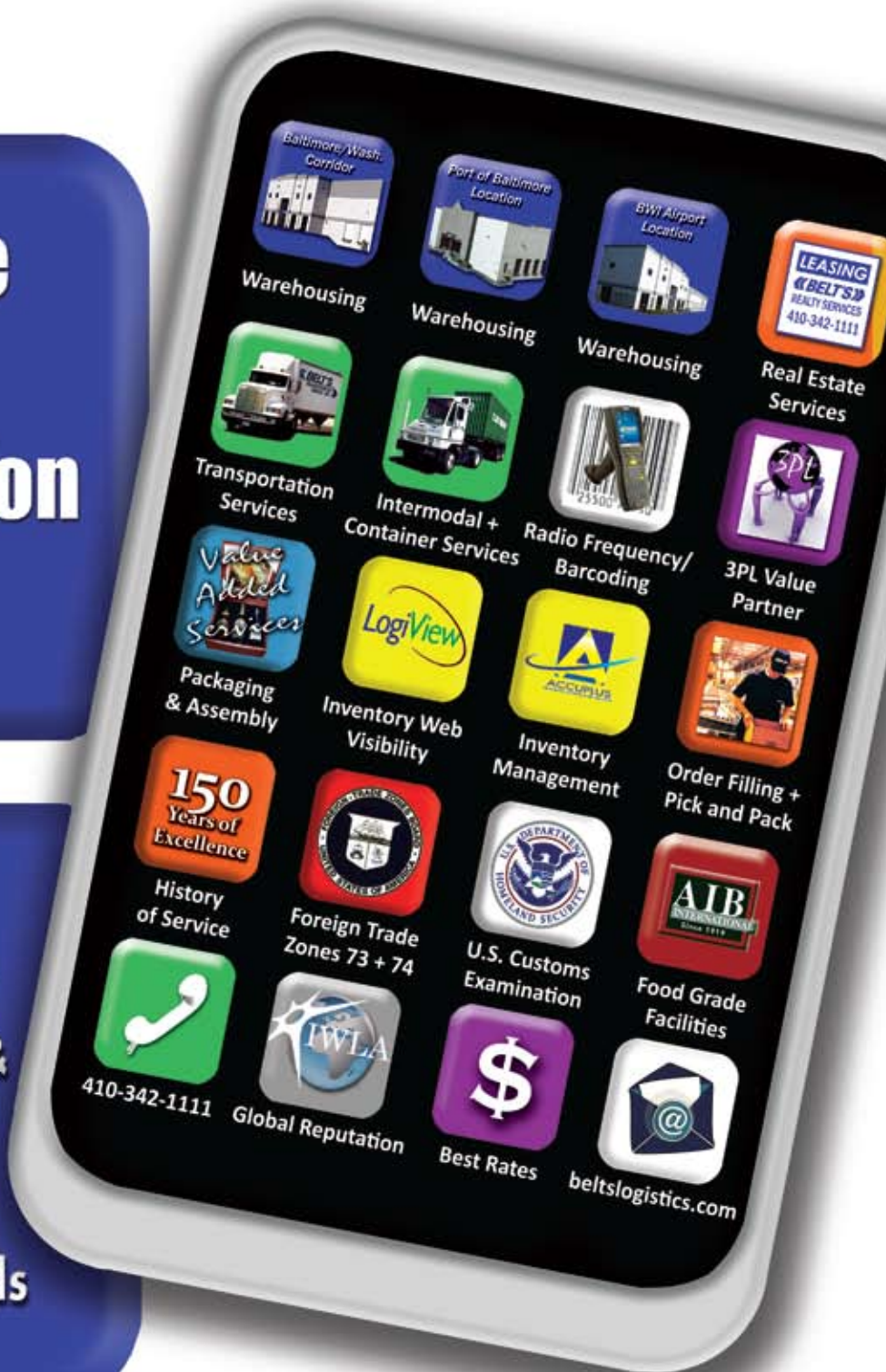
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A Greener Port For A Healthier Maryland

Protecting the environment has always been a cornerstone of my administration. That is why I am so pleased with the remarkable progress made by the Maryland Port Administration, which has worked with the private terminals and the Baltimore Port Alliance to create a greener, more environmentally sustainable Port of Baltimore.

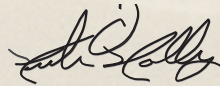
This issue of the Port of Baltimore Magazine details much of that progress, including the innovative reuse of dredged material, the installation of clean-diesel technologies for Port equipment and the use of ultra-low sulfur biodiesel fuel to power Port vehicles and cranes.

A greener Port of Baltimore means a greener State of Maryland. It means improving our air quality and overall health for the thousands of men and women who come to work everyday on our docks, as well as for the local neighborhoods and communities that border the Port.

For many years, there was not enough of a national focus placed on the environmental responsibilities in heavy industrial areas like ports. Ancient shipyards became sites for illegal dumping, trash and debris. The Masonville site in the Brooklyn/Curtis Bay area of Baltimore (the former home of the Kurt Iron and Metal shipyard) held about 60,000 tons of trash, old tires and broken concrete that dated back to the Great Baltimore Fire of 1904. The MPA worked closely

with the Maryland Department of the Environment and other state agencies to conduct a massive cleanup that has completely revitalized this site. Today, that very same site is home to an environmental education center, with future plans to add a wildlife habitat.

Last year, our state achieved significant legislative accomplishments, such as passing the Greenhouse Gas Reduction Act, putting into place the "Smart, Green and Growing" initiative, and fully funding Program Open Space. Each of these will go a long way toward making our state cleaner and healthier. Together with the achievements made by the MPA, we are doing more than ever to protect our environment. And that means expanding opportunities for all Marylanders — opportunities to learn, to earn and to enjoy the health of the people we love, as well as the health of the environment that our children and theirs will need to sustain life itself. Working together, we will continue to do all we can to protect our environment, our economy and our citizens for generations to come.



Martin O'Malley
Governor

executive VIEW

Sustainability As A Central Focus

Maritime history will prove that environmental protection has been an evolving movement. At first, steps that we took in our daily business operations to protect the natural environment were driven by regulation. More recently, it has been driven by the realization that environmental stewardship is truly in the best interests of our industry.

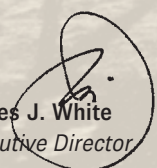
Today we view the many challenges facing seaports in terms of the sustainability of our industry. To be sustainable as a seaport and as an industry, we must ensure that economic, social, environmental and security issues receive equitable consideration in our decision-making process.

Following Governor O'Malley's "Smart, Green and Growing" initiative, last year this magazine began a new featured section called GreenPort, which features environmental programs, projects and practices that occur throughout the Port of Baltimore. As readers have and will continue to notice, there are many good practices to be highlighted.

Among them, we have worked with our industry and regulatory partners to produce a significantly higher visibility about a greener Port of Baltimore. Working side by side with the Baltimore Port Alliance, we are continuing to take the Port's environmental and economic message to our local, state and federal legislators, as well as the public.

Along with coordinated efforts with our private partners, we have also strengthened partnerships and worked very closely with both the Maryland Department of the Environment (MDE) and the U.S. Environmental Protection Agency (EPA). In just the last year alone, we have received two federal grants from the EPA and two grants from MDE to provide clean diesel technologies and reduce emissions in industrial port equipment. The EPA is also providing a series of compliance assistance workshops for our local Port community.

Our international supply chain partners are demonstrating the importance of environmental stewardship and sustainable practices as an important part of their new business model. The seaports that will thrive in the 21st century will be those that are capable of meeting their challenges with new strategies that are both commercially and environmentally viable. I can confidently say that our great Port of Baltimore is well on its way to a sustainable economic and environmental future.



James J. White
Executive Director

SOUNDINGS

The happenings in and around the Port



PHOTOGRAPHY BY KATHY BERGREN SMITH

Attendees at the 14th annual BPA Legislative Reception included, from left, Kristi Nixon Brown and Andrew Nixon of Rukert Terminals Corp. with Glen Paine, Executive Director of the Maritime Institute of Technology and Graduate Studies; ILA President Richard P. Hughes, Jr., with Maryland Transportation Secretary Beverley K. Swaim-Staley; and Del. James E. Malone, Jr. with John Tanner and Cary Lynch of General Ship Repair, as well as Web Designer Jamie Braman.

EVENTS

BPA Eco-Message Echoes Among Legislators

The Baltimore Port Alliance (BPA) held its 14th annual Legislative Reception in January during the opening weeks of Maryland's lawmaking session. The event was held at the elegant Governor Calvert House, just steps from the State Capitol in Annapolis. Members of the General Assembly mingled with Port stakeholders informally, with many taking the opportunity to study the large environmental displays that had been created by the BPA.

The evening was a cooperative effort of the public and private sector. Maryland Transportation Secretary Beverley K. Swaim-Staley and Port of Baltimore Executive Director James J. White joined with BPA Chairman Rupert Denney and BPA members to educate legislators on the Port's environmental initiatives.

Denney noted that Secretary Swaim-Staley "presented several very timely and interesting remarks about the Port, and she was gracious enough to stay and spend considerable time at the event engaging

many of those attending in private discussion about the Port."

Denney added, "Maryland Department of the Environment Deputy Secretary Robert Summers also joined us and had the opportunity to see what the Alliance was exhibiting and talk with many of our members."

More than 70 members of the General Assembly attended the reception, and a dozen more legislators sent representatives. Also among the throng was Richard P. Hughes, Jr., President of the International Longshoremen's Association, who spent the evening reconnecting with his former associates at the Port of Baltimore. Others on hand included ILA officials Horace T. Alston and John Bowers, Jr., as well as Ernie Grecco, President of the Metropolitan Baltimore Council of AFL-CIO Unions.

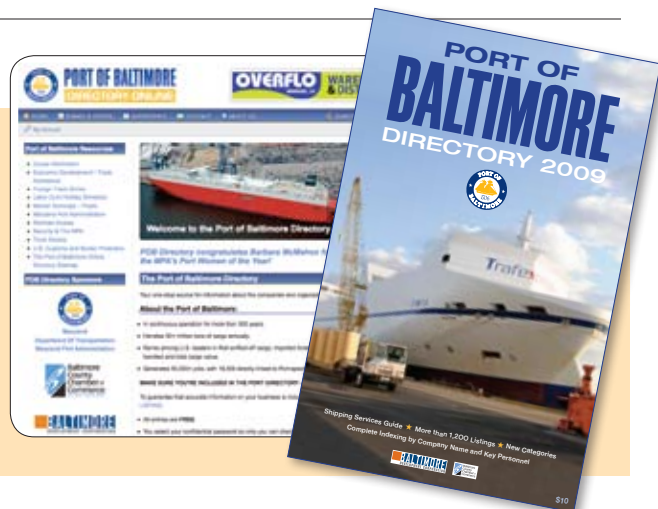
State Del. James E. Malone, Jr., Vice Chairman of the Environmental Matters Committee, was enthusiastic about the environmental information being shared at the reception. "Port and transportation-related matters come before us at the committee level, and these are the people and the issues that we are concerned with," said Malone. "This is a great event." 🌐

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If you are part of a maritime organization or company doing business with the Port of Baltimore, now is the time to ensure that you are part of the Port of Baltimore Directory for 2010. Update or submit your free listing online at **POBdirectory.com**.

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NEWSMAKERS

Clean-Up Crews Come Up Big in Battle with Blizzard

Working 12-hour shifts around the clock, Maryland Port Administration (MPA) crews made sure that Port operations were disrupted as little as possible following back-to-back blizzards in early February.

Four cruise vessels docked at the Port of Baltimore during the storms, but thanks to the heroic efforts of the MPA team, several thousand passengers were given clear sailing on walkways and roadways. Elsewhere at the Port, cargo operations were disrupted for less than 48 hours despite the record snowfall.

Rich Rehberger, Sr., General Manager of Facility Maintenance for the MPA, reported that the Port not only utilized eight dump trucks equipped with plows and salt spreaders, but also front-end loaders, backhoes and smaller equipment

such as John Deere Gators and snowblowers — "all the way down to shovels," Rehberger said.

The crews — consisting of about 25 people per shift, with 45 at peak times — also cleared roads, terminals, truck gates, parking lots and berths.

David M. Thomas, MPA Director of Operations, said, "I am extremely proud of the effort put forth by our MPA staff during these two historic snowstorms. Obviously, the challenges were huge in clearing a combined 50 inches of snow in just a short amount of time in order to get the Port back to life. This effort involved detailed planning by our management staff along with the successful execution of the snow plan by our experienced and tireless equipment operators and mechanics. The pride of ownership of our MPA staff, along with the teamwork exhibited throughout the department, was critical to our success." 🌐



PHOTOGRAPHY BY BILL MCALLEN

ANNIVERSARY

Casey Overseas Turns 30

Casey Overseas, a freight forwarding company that specializes in forest products exports, recently celebrated its 30th anniversary in Baltimore. German-born President Annette Morgan opened the branch in September 1979 and acquired the company in 1984.

Morgan ascribes her three decades of success to hard work, loyalty to her shippers and an excellent staff, which has been with her for many years. She has supported the Port of Baltimore and says she is proud to be part of it.

Maryland Port Administration Trade Development Manager Cynthia Burman remarked, "It's been a pleasure to watch the business grow, and I am proud to help celebrate the 30th anniversary of Casey Overseas. It is exciting for Baltimore as a Port to have so many wonderful service providers, and we are very proud to have Casey Overseas call Baltimore home." 🌐



BILL MCALLEN

Clutching the ship's wheel during Casey Overseas' recent anniversary event were, from left, MPA's Cynthia Burman, Casey Overseas President Annette Morgan and Capt. E. Lorenzo Di Casagrande of Mediterranean Shipping Company.

EVENTS

Bull Roast Brings Community Together

Another successful Bull & Oyster Roast brought the Port of Baltimore community together in late January. Organized by the Baltimore Port Alliance and held at the Baltimore Museum of Industry, the annual event featured a '50s costume contest, with former U.S. Rep. Helen Delich Bentley serving as emcee. Event sponsors included:

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EVENTS

Transportation Secretary Honored During Women in Maritime History Event

The Maryland Port Administration has once again celebrated the contributions and achievements of women in the seafaring industry at its 11th Annual Women in Maritime History event.

This year's event, which took place in March at the Sparrows Point Country Club, honored Maryland Secretary of Transportation Beverley K. Swaim-Staley as its 2010 Woman of the Year.

Appointed in September 2009 by Governor Martin O'Malley, Secretary Swaim-Staley oversees the Maryland

Department of Transportation (MDOT), which includes five modal administrations with 9,000 employees and a \$3.8 billion annual budget. The modal administrations are the Maryland Port Administration, Maryland State Highway Administration, Maryland Transit Administration, Motor Vehicle Administration and Maryland Aviation Administration. Secretary Swaim-Staley also oversees the Maryland Transportation Authority and is chairman of the Maryland Port Commission, among other duties. 🌐



Look for more information about the Women in Maritime History Event and honorees in the next issue of the Port of Baltimore Magazine.

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BILL MCALLEN

The arrival of the MSC Rita, flying the flag of Panama, was celebrated by, from left, Ports Chesapeake's Mark Montgomery, Rita Di Casagrande Olsen, MPA Executive Director James J. White, Mirella Di Casagrande and Capt. E. Lorenzo Di Casagrande.

SHIPPING

MSC Vessel Makes A Very Personal Appearance

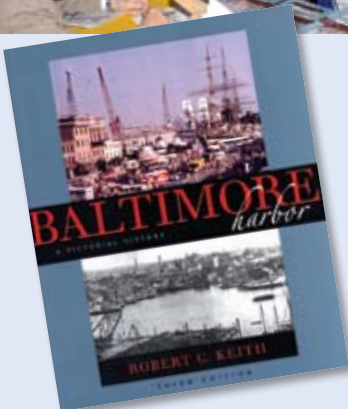
Baltimore regularly welcomes ships making their first trip to the Port, but the mid-February "maiden voyage" of the Mediterranean Shipping Company (MSC) *Rita* was something particularly special. Not only does the vessel have a huge container capacity of 8,085 20-foot equivalent units (TEUs), but she is also named after the daughter of MSC (USA) Vice President Capt. E. Lorenzo Di Casagrande. Maryland Port Administration Executive Director James J. White was on hand with a Governor's citation to mark the ship's arrival.

Agent: On Deck Services **Stevedore:** Ports Chesapeake **Towing:** Moran Towing of Maryland
(For more "Maiden Voyages," please see page 37.) 🌐

NEWSMAKERS

Bentley Awarded Speaker's Medallion

During the Maryland General Assembly session in Annapolis, the Speaker's Society of the Maryland House of Delegates presented former U.S. Rep. Helen Delich Bentley with the 2010 Speaker's Medallion Award, recognizing her outstanding contributions to the state. Bentley was honored during a Speaker's Society Dinner and on the House floor. Maryland House Speaker Michael E. Busch cited Bentley's decades of work promoting the Port of Baltimore, also acknowledging that she served as chairman of the Federal Maritime Commission from 1969-1975. In accepting the award at the Maryland State House, Bentley urged lawmakers to continue supporting the Port. 🌐



IN MEMORIAM

Celebrated Author Gave 'Serious Interest' to Port

Robert C. Keith, whose history of Baltimore's harbor was first published in 1982, died on Feb. 23 of complications from emphysema. The longtime Fells Point resident was 78.

In the preface of "Baltimore Harbor: A Pictorial History," Keith wrote, "I am by trade an editor and writer, not an historian or educator." Yet his book was used for educational programs by organizations ranging from the Chesapeake Bay Foundation to the Maryland Historical Society. The Maryland Port Administration (MPA) provided his book as a gift for visiting port officials.

"Robert was one of the first individuals, if not the first, outside of the Port community to take a serious interest in the Port, to put together and write this excellent background," said Helen Delich Bentley, Port advocate and former U.S. Representative. "His book has been used and is still being used as a primer about the Port."

A magazine editor and author of several books, Keith also headed the Los Angeles Times/Washington Post News Service for 13 years. He raised cattle and pigs on a farm in West Virginia, and captained both a skipjack and historic oyster buy-boat around Baltimore Harbor, where he would give tours to schoolchildren and other interested parties.

Regarding his desire to write "Baltimore Harbor: A Pictorial History,"



PHOTOGRAPHY BY THE WICKLEIN GROUP

Keith explained, "There was a shortage of teaching materials — and especially any materials that would introduce teachers and students to history, economics and all the other factors that make the seaport of Baltimore tick. Compulsion got the better of me in the winter of 1981-82 and I tackled this project."

MPA Communications Coordinator Rebecca G. Barber, whom Keith thanked in his book for helping to tap into MPA information resources, said of Keith's passing, "Robert was such an articulate historian and keeper of the Port's past. This is a terrible loss to the Port community." 🌐



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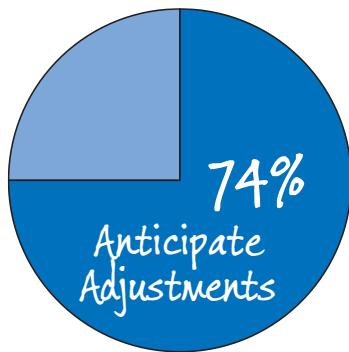
MPA's Environmental Stewardship > > > >



AND THE SURVEY SAYS ... Supply Chain Offers Environmental Input >>>

BY TYKIA MURRAY





In a continued effort to better understand the Port of Baltimore's position in a greener global marketplace, the Maryland Port Administration (MPA) recently completed a survey of the environmental practices of supply chain companies.

The survey, commissioned by MPA Deputy Executive Director M. Kathleen Broadwater, primarily focused on the eco-friendly conduct of cargo owners, ocean carriers and cruise lines that call the Port.

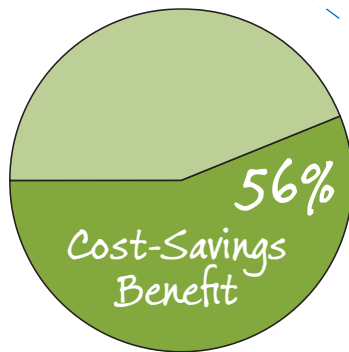
"MPA's purpose in conducting a survey of our supply chain partners was to begin to understand those good environmental practices that are taking place within the trip chain," said Broadwater. "The cleanest part of a trip, in terms of emissions per ton mile of cargo, is the part of the trip that takes place on a ship."

As the environmental practices of supply chain companies evolve, the MPA aims to promote Baltimore's unique inland location as a competitive advantage in improving their carbon footprint and lowering costs.

"When thinking about the trip, from origin to destination, for any commodity moving across MPA terminals — whether automobiles, RO/RO cargo, containers or forest products — there is an environmental impact of some degree," Broadwater added. "Understanding the steps that are being taken to reduce the environmental impact becomes part of the story of why the Port of Baltimore is a cleaner path to the marketplace."

Most respondents felt there is a positive relationship between a "Green Supply Chain" and a cost-effective one, and 69 percent of respondents added that they have conducted analyses of the cost benefits of implementing green practices.

Most respondents agreed they are more willing to do business with supply



chain partners that are environmentally friendly; 50 percent said their company evaluates supply chain partners on their environmental performance.

Overall, the majority of companies that responded saw definite benefits to implementing more sustainable practices. Fifty percent of respondents said their company has inventoried emissions from operations and measured their carbon footprint or other environmental impact performance.

"Waste reduction, environmental management, innovative and energy-efficient manufacturing practices, clean fuels and clean energy are all examples of the kinds of steps that can help to reduce the environmental impact," Broadwater said. "So Baltimore becomes attractive by virtue of its inland location as well as the green practices of our supply chain partners."

Respondents gave a variety of environmental and cost benefits achieved by moving cargo through the Port of Baltimore:

- Direct vessel calls save transshipment costs/time
- Cargo moves through the terminals quickly
- Faster delivery to customers
- Shorter trucking distances
- Extensive highway system
- Less highway congestion
- Good rail access

The MPA believes that the feedback garnered from this survey will aid in the development of Port-wide environmental strategies, which will allow the Port of Baltimore to better attract companies committed to sustainable practices in the global marketplace. 🌐

MPA Supply Chain Survey – Summary Results

- 74 percent of survey respondents anticipate making adjustments to operations or logistics processes based on environmental practices.
- 56 percent of respondents identify cost savings as the main benefit of implementing green practices.
- Companies conscious of their environmental impact tend to exhibit higher levels of service and reliability.
- Sustainable practices enhance the company's future industry position.

Reviewing Recent Achievements

The Maryland Port Administration (MPA) has successfully implemented numerous environmental initiatives in recent years. Here's just a partial list of MPA achievements that have resulted in not only a greener port, but also a more productive operation and an enhanced role in the surrounding community.

Preservation, Protection & Habitat Development

- Working with the U.S. Army Corps of Engineers, the MPA pioneered beneficial uses of dredged material for restoring eroding islands and developing wildlife habitats in the Chesapeake Bay. Specific projects include the 1,100-acre Poplar Island Environmental Restoration Project and the development of mud flat habitat for migratory and resident shore birds on Hart-Miller Island. *(For more information, see the story on page 24.)*
- The MPA implemented extensive research programs around the Port to monitor water conditions, bottom sediment and wildlife such as the Maryland terrapin, eagle and heron.
- Along Swann Creek, the MPA established a "riffle" pathway for spawning fish to reach protected interior waters.
- The MPA has funded beautification and bay restoration projects with a local college and Baltimore City schools.



The Port of Baltimore's dredging program is the largest creator of wetlands in Maryland.

Did YOU Know?



Stewardship Activities

- The cleanup of the former Kurt Iron & Metal shipyard, together with development of a Masonville Cove Environmental Education Facility, led to the removal of thousands of tons of timber, concrete rubble, scrap metal and solid waste.
- The MPA has funded the seeding of millions of oysters in the Chesapeake Bay while partnering with the Maryland Department of Natural Resources. Oysters help bay health by removing excess algae.
- The MPA, working with its private-sector partners, has received more than \$4 million in grants from the U.S. Environmental Protection Agency (EPA) and Maryland Department of the Environment (MDE) for a Port-wide technology assessment and various equipment enhancements designed to reduce air emissions.



With the development of an Environmental Management System (EMS) based on ISO 14001 certification, all MPA employees underwent environmental awareness training. (For details about the EMS and ISO certification, see the accompanying article, "Reflecting on MPA Environmental Initiatives in 2009.")

Did YOU Know?

Energy Efficiency & Recycling

- Baltimore's World Trade Center, which is the location of some MPA offices, was the first state building retrofitted with high efficiency lighting using an energy performance contract funding mechanism.
- General recycling efforts are practiced at MPA offices and facilities on Poplar Island and Hart-Miller Island. MPA terminals recycle various oils and fluids, oil and fuel filters, wire rope from cranes, metal, tires, paper and cardboard, batteries, fluorescent lamps and lamp ballasts.
- The MPA recycles asphalt and concrete that is removed during underground utility repair.



Did YOU Know?

The MPA uses an all-electric operations/maintenance vehicle at the Cruise Maryland passenger terminal.



Did YOU Know?

More than 5,000 tons of sunken wooden barges have been removed from the Patapsco River at Masonville and shipped via water to a timber recycler in Virginia.

Environmentally Friendly Materials & Practices

- Many potentially hazardous chemicals and materials have been replaced with eco-friendly products and fuels. This includes low-VOC paints used in maintenance operations.
- The MPA fleet has incorporated flex-fuel, alternative fuel and hybrid vehicles. All MPA diesel-powered vehicles and equipment, including diesel-powered cranes and rubber-tire gantry cranes, utilize ultra-low sulfur-bio diesel fuel.
- The MPA's vehicle washing facility uses oil-water separation.

Working closely with former U.S. Rep. Helen Delich Bentley and many private-sector Port partners, the MPA has developed a maritime-oriented curriculum for the Maryland Department of Education, focusing on both economic and environmental aspects of the Port.

Community Environmental Education Programs

- The MPA has established the Masonville Environmental Education Center and environmental education partnerships with various schools throughout Maryland, as well as the National Aquarium in Baltimore, the National Park Service and community groups.
- The MPA provides field trips to Poplar Island and Hart-Miller Island for environmental studies.
- An undeveloped shoreline area along Swann Creek (adjacent to the Cox Creek dredged material containment facility) has been preserved by the MPA through local and state land trusts. A wetland habitat has been established through a community partnership.

Did YOU Know?

GREEN PORT

Understanding the Impact on Air, Land & Water

- The MPA is evaluating innovative reuses of dredged material, including agricultural and construction applications.
- The MPA funds the Physical Oceanography Real Time System (PORTS), an effort of the National Oceanic and Atmospheric Administration (NOAA) to record live environmental data for a variety of environmental and maritime safety applications. 🌐



Did YOU Know?

The MPA and University of Maryland have established the Maritime Environmental Research Center (MERC), a pioneering facility dedicated to evaluating and certifying the effectiveness of various ballast water treatment technologies.

For a more complete list of Maryland Port Administration environmental achievements, go online to www.marylandports.com/environment/index.htm.



Reflecting on MPA Environmental Initiatives in 2009

Three years since its inception, the Environmental Management System (EMS) developed by the Maryland Port Administration (MPA) continues to thrive on the strength of initiatives that ensure pollution prevention, continual improvement, regulatory adherence and environmental outreach to the Port community.

The MPA is impacting environmental, health and safety conditions at the Port by establishing programs to:

- **improve air and water quality**
- **reduce soil impacts**
- **increase conservation and recycling**
- **establish sustainability processes >>>**

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According to Barbara McMahon, MPA Risk, Safety and Environmental Compliance Manager, all initiatives strive to include the best technological solutions as well as community and employee outreach, providing both the means and effort to protect our natural resources.

Numerous environmental initiatives were pursued in 2009, including the following:

- The MPA is seeking International Organization for Standardization (ISO) 14001:2004 certification, which confirms "global relevance" for any organizations wishing to operate in an environmentally sustainable manner. In preparation for certification, the MPA underwent its first cycle of EMS and compliance audits, with the compliance audits conducted at the North Locust Point, Clinton Street, Fairfield, Dundalk and Seagirt marine terminals. Both audits revealed easily correctable administration findings.

MPA Environmental Manager Bill Richardson explained that ongoing audits are essential to maintaining the momentum of the EMS and to ensure success with ISO certification, which is anticipated by the end of 2010. According to Richardson, the audits provide a better understanding of where the EMS needs improvement and, by developing and implementing the corrective actions, the improvement is sustainable.

- As a leader in efforts to improve air quality, the MPA ensured that Baltimore was the first port to install diesel oxidation catalysts to reduce harmful air pollutants on its cranes. This initiative resulted in a 20% reduction in particulate matter, an 80% reduction in hydrocarbons and a 90% reduction in carbon monoxide.



- Efforts to measure and monitor the MPA's recycling and sustainability program, which was expanded to incorporate construction and demolition materials as well as other common office waste products, revealed that the MPA achieved its goal of a 10% increase in recycling for paper.

- The MPA also implemented other conservation and sustainability measures, including the performance of energy audits at all MPA facilities. One particular change was the redesign of the fire pump test system to recirculate the test water instead of discharging it into the river. This resulted in the conservation of over 4 million gallons of water annually.

Hoping to reiterate the success of 2009, the MPA has laid out aggressive plans for 2010.

- To protect and sustain the waterways of Maryland, which is vital to the lifestyle and economy of the state and the Port, the MPA applied for a small Municipal Separate Storm Sewer System (MS4) permit, which is intended to reduce the amount of pollutants entering the water. To support this storm water management program, the MPA developed a framework to hold tenants accountable for their runoff. The framework uses six key measures: pollution prevention, control construction runoff, good housekeeping, outreach, public participation and elimination of discharges.

An example of a proactive pollution control measure implemented in 2009 was an innovative technology pilot program whereby filter units were installed in select storm drains to reduce hydrocarbons and other pollutant runoff. This program is still in the monitoring stage, but McMahon noted that the technology seems promising. Another proactive measure was the redesign of the MPA's fuel facility to reduce petroleum impact to the ground-water and soil through conversion of underground storage tanks to above-ground tanks.

- Throughout the year, the MPA updated and informed employees and Port users about various EMS protocols through a series of EMS awareness sessions. A new outreach component of the air pollution plan included Clean Air Action Days: On days when the regional air quality reaches high levels, employees and Port users lowered their air pollution through various activities including refueling after dark, avoiding solvents and aerosol production, and using alternative transportation. In addition, training sessions were conducted to inform employees and tenants on the impacts and advantages of recycling.

Hoping to reiterate the success of 2009, the MPA has laid out aggressive plans for 2010. To maintain compliance using its EMS, the MPA will hone its management of three key areas: storm water management, spill prevention and fueling of cranes, vessels and equipment. The 2010 objectives and targets are to increase recycling and conservation activities, reduce air emissions, convert USTs and improve outreach.

As M. Kathleen Broadwater, the MPA's Deputy Executive Director, noted, "The MPA's EMS has evolved considerably over the past year. This commitment to the environment required the effort of all of the MPA team. We were very pleased with that effort and the results. I can only wait to see where (2010) will take us." 🌐



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ISLAND DREAMS

Successful End of Dredging Project Celebrated at Hart-Miller Site

BY NANCY MENEFFEE JACKSON

The conversation aboard a boat that headed for Hart-Miller Island on a recent winter morning illustrated just how long community activists and state officials have been involved in a dredging project at the Chesapeake Bay-based site. They compared notes dating back to the 1980s and swapped stories about once-contentious meetings, but they also talked of retirement, of a hip replacement, of more time for golf.

The main purpose of their trip, which took place on Dec. 22, was to celebrate efforts at Hart-Miller that have succeeded on many levels: Along with creating more than 1,100 acres of wildlife habitat and recreational land while allowing for the dredging of a much-needed 50-foot channel, the nationally recognized project also forged a new model for cooperation between citizens and state agencies.



Ongoing Dredging Efforts

To continue maintaining the ship channels in the Baltimore Harbor to the mouth of the Patapsco River, about a million cubic yards is dredged each year. Modifications to those channels result in dredging another half a million cubic yards of material annually.

Frank Hamons, Deputy Director for Harbor Development, said the MPA is also preparing for 2014, when the Panama Canal will begin sending much larger ships to the East Coast. He expects that some modifications to existing channels will be necessary, such as widening access or changing the angle of a turn. The MPA intends to be ready.

The final deposit of dredged material has been placed at the island, and the last formal progress meeting has been held by the Hart-Miller Citizens Oversight Committee, a group that has worked closely with both the Maryland Port Administration (MPA) and Maryland Environmental Service, which runs the day-to-day operations at Hart-Miller for the MPA.

"This is a very significant milestone in the history of this project," said MPA Executive Director James J. White, adding, "We must continue to dredge our channels to accommodate for the safe transit of large cargo ships that travel to and from the Port of Baltimore. Hart-Miller Island has been a symbol of working very closely with local citizens on a project that benefits both the environment and the public."

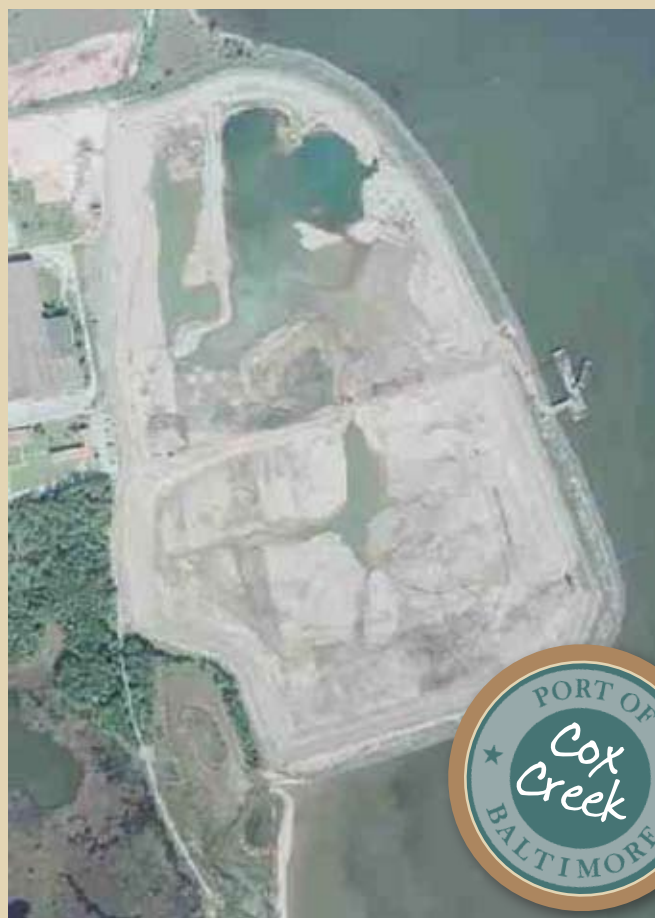
The Hart-Miller Citizens Oversight Committee held its final formal progress meeting in December as one last deposit of dredged material was placed at the island, which has become an important wildlife habitat.



BILL MCALLEN



BILL MCALLEN



MARYLAND ENVIRONMENTAL SERVICE



KATHY BERGEN SMITH



MARYLAND ENVIRONMENTAL SERVICE

Hart-Miller Island once was two small islands at the mouth of Back River, but both islands experienced excessive erosion. In the late 1970s, the MPA bought Hart Island as a place to put material dredged while maintaining Baltimore Harbor. The project began in 1981 with construction of a large, oval-shaped, diked enclosure.

The island is divided into two cells, an 800-acre north cell and a 300-acre south cell. More than 100 million cubic yards of dredged material have been pumped onto the island. Having two cells allows dredged material to dry out, an important part of the science of handling it.

The south cell, completed in 1990, contains nearly 16 million cubic yards of dredged material. Today, it is a wildlife habitat, home to more than 200 different birds, including nesting bald eagles. The topography was designed with mud flats and ponds necessary to sustain birds, muskrat, foxes and deer.

Although area residents once opposed the project, the island, now part of the state park system, has become a popular

COX CREEK, a 100-acre site just south of the Francis Scott Key Bridge on the western shore of the Patapsco River, can accommodate about 500,000 cubic yards a year of dredged material. Hamons explains that dredged material needs to dry out and "that's why you have more than one cell or more than one site. At Hart-Miller, we rested it during the summer months so it could dry. It's all part of the management practice of these sites. There's a science to managing dredged material." Although it has a cross dike, Cox Creek will be used as one cell; material will be placed during the cold months and allowed to dry through the warmer ones. The site has enough capacity to accept dredged material for about 12 years. When finished, it will most likely be used for maritime purposes, perhaps for cargo storage or as an additional marine terminal.

MASONVILLE, a 141-acre site located on the south shore of the Patapsco's Middle Branch about a mile below the Hanover Street Bridge, can handle about a half million cubic yards of dredged material each year for about 30 years, for a total of 16 million cubic yards. Because it is next to an automobile terminal, when finished, it likely will be used to expand that terminal.

The MPA, again with input from community activists, has been looking for a new location to handle additional materials. The BP Fairfield site near Curtis Bay was considered, but it's entirely in the water, Hamons said, making it undesirable. Coke Point, a roughly 300-acre part of Sparrows Point, is under a feasibility investigation right now by the MPA. The land currently is owned by Severstal, a steel company, and because of past industrial use, the site has some contamination issues. The site would have the capability of a million cubic yards per year, which would put the Port "in good



KATHY BERGEN SMITH



MARYLAND ENVIRONMENTAL SERVICE

recreational spot among boaters, featuring a 3,000-foot-long sandy beach, recreation facilities and camp sites. Fishing, swimming and bird-watching are enjoyed by thousands of visitors. The island is an important asset in a county where much of the waterfront land is privately owned.

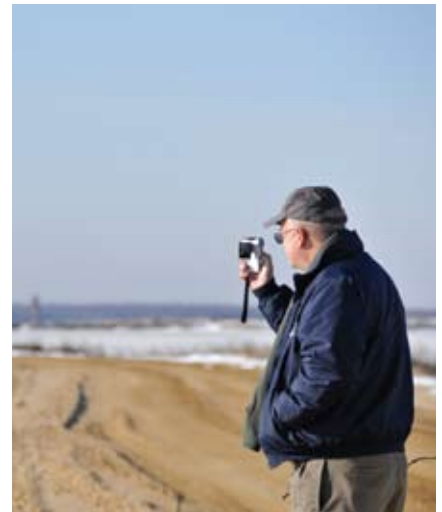
On that cold December day celebrating the final deposit of dredged material on the island, Frank Hamons, Deputy Director for Harbor Development with the MPA, noted, "There wasn't a hundred yards in the snow that didn't have some kind of tracks in it — birds, foxes, deer — this place is used."

Tom Kroen, a resident of Essex and a longtime committee member, recalled that when the project was first proposed, he protested it. But when he realized that the project was going to proceed, he decided, "If it was going to be, it would be the best." He worked tirelessly to promote protection of the environment.

"I've tried to experience every aspect," he said. "I was here when they put the stone here. I came out for the early monitoring — I went to see how samples were taken."

He'll still watch closely as the island continues to grow into its new mission of being a state park. "I'm looking forward to being a part of it — to all the improvements so people can enjoy it and see what we've done," Kroen said, adding, "The Port of Baltimore wouldn't have a 50-foot channel if it weren't for this project."

At the final meeting on Dec. 22, members of the oversight committee received citations from the state secretary of transportation for their work, presented to them by Dave Bibo, Manager of Operations for the MPA. "Our group has opened the eyes of a lot of people in the government to say, 'Hey, we need citizen involvement,'" Kroen said. "We've proven it works." 🌐



BILL MCALLEN

Although area residents once opposed the project, the island, now part of the state park system, has become a popular recreational spot among boaters, featuring a 3,000-foot-long sandy beach, recreation facilities and camp sites.



MARYLAND ENVIRONMENTAL SERVICE



Not only the shipping industry benefits from bay dredging. Schools and conservation groups have been able to conduct lessons and studies.

shape for 2014 when the Panama Canal is complete," Hamons said.

The material dredged while maintaining Chesapeake Bay shipping channels is being used to restore **POPLAR ISLAND**, which was a large wildlife habitat in the 1800s. By the 1990s, due to erosion, just five acres remained. Now, less than a decade since the inflow of dredged material began, the island is once again an important wildlife habitat, including a nesting population of diamondback terrapins. The State of Maryland and the U.S. Army Corps of Engineers won a "Coastal America" award for their work at Poplar Island, a national model. The site will accommodate 40 million cubic yards of dredged material and allow for the widening of the Brewerton Channel Eastern Extension and the straightening of the Tolchester Channel. 🌐



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At the Biofore Forefront

**UPM Combines Expertise & Technology
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BY NANCY MENEFFEE JACKSON



UPM
At a Glance

> With origins dating back to late-19th-century Finland, UPM is one of the world's leading forest industry companies, consisting of three business groups: Energy and Pulp, Paper, and Engineered Materials.

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> With production facilities in 15 countries, UPM employs 24,000 people worldwide.

> UPM manages 3.7 million acres of forests; it owns about 2.5 million of those acres.

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As UPM strives to reduce its carbon footprint, the international forest industry group finds the Port of Baltimore to be a key part of its "green" strategy.

UPM, which last year signed a 10-year contract with the Port, will bring in 3.2 million tons of paper during the life of the contract.

A leader in the industry with regard to environmental and sustainability issues, UPM gets all of the fiber to make paper from sustainable, renewable sources, said Jennifer Wilkerson, Manager, Sales and Environmental Affairs for UPM North America. The company also makes sure that the wood comes from legally logged sources.

"We know the origin of 100 percent of our raw materials," Wilkerson said.

Not only does it come from renewable, sustainably managed forests, but 30 percent of the raw material UPM uses to make paper is what is known in the industry as "recovered content" — recycled paper.

In recent years, the company — and its customers — have also been focusing on the company's carbon footprint. "We do that through a number of ways," Wilkerson said. The company tries to save energy, of course,

but it also replaces fossil-based energy with non-fossil-based energy. UPM uses biomass boilers that burn by-products of the paper-making process. Some 60 percent of the fuels used at the company's paper mills come from renewable resources and are CO₂ neutral.

"We've made well over a billion dollars in investments in renewable energy," Wilkerson said. "Our CO₂ emissions per ton of paper have decreased 40 percent since 1990."

Not only is that environmentally responsible, but it also increases the company's self-sufficiency, leaving it less vulnerable to market fluctuations.

The Port of Baltimore and its excellent logistics ensure that the company's environmental efforts continue as it transports its products.

UPM calculates the carbon footprint for all of its products; for example, a shipment of coated paper used in catalogs might originate in Finland and enter the United States through Baltimore, where it is loaded on a train bound for Chicago and then trucked to a printer. "The location of the Port helps us reduce our carbon footprint because it has short distances to our customers," Wilkerson said. "Another good thing about



PHOTOGRAPHY COURTESY OF UPM NORTH AMERICA.

the Port is the rail access. Rail has lower greenhouse gas emissions than trucks, so we try to use rail as much as we can."

About 60 percent of the paper products that UPM sells in the United States are imported. "Our customers have become increasingly more interested in knowing about the environmental attributes of our paper," Wilkerson said. To that end, with the help of the Port, the company tries to ensure that ships, rail cars and trucks don't travel empty and carry products in the most efficient manner possible.

According to Rick Schiappacasse, Director of Latin America/ Caribbean and Forest Products for the Port of Baltimore, "UPM, a very close partner of the Port of Baltimore, places a high level of importance when it comes to their impact on the environment. UPM's logistics group constantly strives for better routings from their manufacturing plant to the final destination. This results in a high level of service to the client without sacrificing their environmental goals."

Wilkerson added that UPM is "always looking for ways to improve."

"With the Port, it's so much about logistics," she said. "It's part of our overall sustainability initiative." 🌐





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PWS Climbs

To New Environmental Heights

BY KATHY BERGREN SMITH



KATHY BERGREN SMITH



BILL MCALLEN

PWS staff gathered for a silver anniversary celebration in December, and then found time for a little climbing at the new headquarters.

LEED-Certified Headquarters is Latest Nod to Sustainability

The reception area at the new headquarters of Priority Worldwide Services (PWS) offers comfortable seating for visitors ... on seats salvaged from bygone baseball stadiums. This, and the rock climbing wall in the warehouse, might be the first clues that PWS is not your typical shipping company.

Under the leadership of President Marc Tohir, PWS is committed to sustainability on every level. The company's new corporate office/warehouse, located near the Baltimore-Washington International Thurgood Marshall Airport, is slated to be one of only two LEED (Leadership in Energy and Environmental Design) CI Platinum-certified buildings in the state of Maryland.

Every detail of the complex complies with the highest environmental standards in the building industry. But Tohir's vision of sustainability in business does not stop with

the bricks and mortar. He believes that in offering his employees a healthy workplace with things such as a yoga studio and a facility free of toxins, the company will reap benefits well into the future. Likewise, PWS has focused on building long-term sustainable relationships with customers and has enjoyed consistent growth.

"Our company is able to offer the comprehensive shipping services of the large corporate brands, with the personal contact only a small business can offer," said Miguel Patino, Sales Director, "Customer service, flexibility and the ability to react quickly are very important to our customers, and these core strengths have given us an advantage over many of our larger competitors."

PWS has found success through innovation and diversification. During the late 1990s, the full-service logistics provider made a significant investment in information

technology, becoming one of the first "smaller" shippers to offer a Web-based portal to customers so that they could monitor the progress of their cargo. PWS also began to provide more and more shipping services in-house, from advanced inventory management to packing and crating. These in-house services are attractive to security-conscious customers, as is the company's designation as a qualified Defense Department freight carrier. PWS also offers the only weekly LCL (Less than a Container Load) service from Europe direct to Baltimore.

When planning the new facility, Tohir resolved to make sure it was aligned with the company's commitment to sustainability. He located a property under development as a LEED space in Hanover. This means that the building meets the requirements developed by the U.S. Green Building Council in six areas of sustainability, including energy

A Silver Anniversary & A Smart Approach

In December, Priority Worldwide Services not only celebrated the opening of a new, environmentally friendly headquarters, but also 25 years of providing service-oriented supply chain solutions. Trade Development Manager Cynthia Burman was at the event to make a presentation on behalf of the Maryland Port Administration. "It was a pleasure to join PWS in celebrating their 25th anniversary and the grand opening of their LEED-certified building," Burman said. "PWS explained that their focus is also on reducing the carbon footprint for their customers by offering Baltimore as the ideal port to the marketplace. In many cases, the cargo is originating in, or destined to, locations that are closer to Baltimore, thus saving on fuel, time and energy. This is a win/win for the State of Maryland and the Port of Baltimore."



www.priorityworldwide.com

and water efficiency, site sustainability, use of materials and resources both indoors and out, and innovation in design. PWS invested \$2 million to bring the building to the highest standards set in every area.

The insulation is 90% recycled wool, the drywall throughout the facility is 96% recycled and the rooftop will carry a solar array of nearly 500 panels. Subtle innovations include high-efficiency hand dryers and waterless urinals in the bathrooms, and lighting throughout the facility that is motion-sensing and infrared-controlled. Employee comfort is enhanced with carbon dioxide sensors that pump fresh air into the room when levels are too high.

"Sustainability on many levels is an essential part of our corporate culture," said Tohir. "We believe strongly that business needs to set the example for our customers, vendors and the government." 🌍

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CAPT. MIKE REAGOSO

McAllister Towing VP Helps Make Port A Greener Place

Capt. Mike R. Reagoso, III, Vice President of Mid-Atlantic Operations for McAllister Towing, leads by example in showing how sustainability and environmental stewardship can go hand in hand with commercial success for the maritime industry and the Port of Baltimore. What else would you expect of the man at the helm of the Baltimore Port Alliance (BPA) Environmental Committee.

When the committee was formed in January 2008 to address the environmental challenges facing the

Port community, BPA Chairman Rupert Denney said, "We absolutely subscribe to being green; we aren't green just for the sake of it." Reagoso fully supports that belief.

The BPA is a non-profit group dedicated to addressing the needs and interests of businesses and individuals who make their living and support their families through maritime commerce. Members pride themselves on having their finger on the pulse of the Port. It's a safe place to discuss issues in a cooperative,

BY MERRILL WITTY | Photography By Kathy Bergren Smith

non-threatening atmosphere.

Since making the switch five years ago from the travel-intensive position of Port Captain at Höegh Autoliners, to his present job at McAllister, Reagoso has more time to get "greatly involved" in the Baltimore Port community as well as spend more quality time with his own family. His position as the BPA's green guru is a perfect fit for his interest in keeping the Port community a strong economic engine for the state — which in turn benefits his primary duties: running a successful ship docking operation at the Port.

Reagoso interacts with Port businesses and customers, regulators, environmental stakeholders and elected officials. "You have to get on top of the issue," he noted. "Then the more dialogue you have on the issue, the more that helps the people who actually make policy understand what our business is all about."

The BPA is a non-profit group dedicated to addressing the needs and interests of businesses and individuals who make their living and support their families through maritime commerce.

This collaborative approach to dealing with issues and understanding each other's needs and perspectives usually generates a more positive outcome that works for all parties. "We have found that often we can find the \$100 solution before it becomes necessary to find the \$1,000 solution," Reagoso said.

For instance, the committee recently facilitated a meeting and site tours between the Baltimore Harbor Waterkeeper and several key terminals in the Port to discuss storm water issues, which resulted in both positive interaction and both logical and potentially cost-effective environmental solutions. In addition, the committee has coordinated compliance assistance workshops where regulators with the U.S. Environmental Protection Agency and Maryland Department of the Environment

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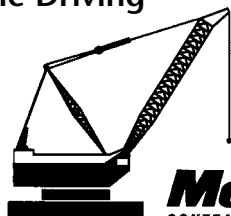
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"come in and inform our members on how better to comply with all the regulations," Reagoso said. People may think they're complying correctly, but the regulator's interpretation may be very different, he added.

"We need to keep our members educated and informed," he continued. "We want to be good environmental stewards — successful and responsible at the same time."

A key part of the committee's focus is on community outreach. With a teacher wife and four small children of his own, it's no wonder that Reagoso enjoys going to schools to inform students about opportunities in the maritime industry and spread awareness about the Port.

He believes that working "within the fabric of the community and having a strong presence in your community is important to your success in business."

He chose the job opportunity at McAllister in part because "it's a family-owned company and they're very supportive of families."

Reagoso was initially responsible for the company's Baltimore operations, mainly ship docking. "We work closely with the Association of Maryland Pilots to safely and efficiently coordinate the movement of ships in and out of the Port with assistance from our state-of-the-art fleet of flexible and powerful tractor tugs," he explained.

He added that, while the company has provided him the best equipment for the job, without the professional, motivated and customer-friendly employees at McAllister, he would have nothing. "You need the right equipment and the right people."

Reagoso was recently promoted to oversee the company's operations in Baltimore and Philadelphia to create greater efficiencies and regional synergies, and to ensure McAllister's presence as a leader in the industry.

"Working for McAllister allows me to have a job I love while being able to enjoy spending time with my family," Reagoso said. "McAllister has 146 years in the business — we have a stellar reputation. I aim to keep that up. That's my mission." 🌐



www.mcallistertowing.com/Ports/baltimore.htm





PHOTOGRAPHY BY BILL MCALLEN

Pleiades Leader Calls on Port

The *Pleiades Leader*, sailing for NYK Line and flying the flag of Japan, made her first call to the Port of Baltimore's Dundalk Marine Terminal. Measuring 199.94 meters in length, with a width of 32.26 meters, the vessel has a cargo capacity of 5,374 standard cars.

Agent: Inchcape Shipping Services

Stevedore: Ceres Marine Terminals

Towing: Moran Towing of Maryland



BILL MCALLEN

Celebrating the Pleiades Leader's first trip to Baltimore were, from left, Inchcape's Don Maney, Capt. Drago Tipaldo, Larry Johnson of the MPA, NYK Line's Scott Senko and Bill Wade of Ceres.



BILL MCALLEN

Toscana Comes to Baltimore

The *Toscana*, a large car/truck carrier in the Wallenius Wilhelmsen Logistics (WWL) fleet, recently arrived at the Port of Baltimore's Dundalk Marine Terminal flying the flag of Norway. Built by Mitsubishi Heavy Industries, the vessel has a length of 199.99 meters, a width of 32.26 meters and a cruise speed of 21 knots.

Agent: Wallenius Wilhelmsen Logistics

Stevedore: Marine Terminals Corp.

Towing: McAllister Towing of Maryland

On the Toscana were, from left, Wilhelmsen Lines' Master Tushar R. Pradhan and Capt. Prakash M. Crasto, MPA's Cynthia Burman and WWL's Michael Derby.

Port Welcomes Daedalus Leader

Flying the flag of Japan, the pure car carrier M/V *Daedalus Leader* recently arrived at the Port of Baltimore. The 199.94-meter-long, 32.26-meter-wide ship has a 5,350-car capacity and a cruise speed of 20 knots.

Agent: Inchcape Shipping Services

Stevedore: Ports America

Towing: Moran Towing of Maryland



COURTESY OF NYK LINE

On the Daedalus Leader were, from left, NYK Line's Scott Senko, MPA's Cynthia Burman, Capt. Rogelio D. Concepcion, Chief Engineer Bernard G. Nerquit and Inchcape's Matt Lyneis.

CLARIFICATION — A photo caption in the Maiden Voyages section of the January/February *Port of Baltimore Magazine* should have identified Ricardo L. Schiappacasse, MPA Trade Development-Forest Products, handing the ceremonial ship's wheel to Capt. J.P. Poot of the *Beatrix*.

INTERMODAL:

Trucking & Transportation Logistics

An elaborate intermodal network linking the Port of Baltimore to the rest of America includes dozens of trucking companies and businesses specializing in transportation logistics.

KEY TO SYMBOLS:

- C** – Container Carriers **S** – Specialized Carriers
F – Flatbed Carriers **V** – Van-Truckload
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KATHY BERGREN SMITH

The following information was furnished by the Maryland Port Administration or taken from listings submitted by the companies for inclusion in the annual Port of Baltimore Directory.

This list does not necessarily include every carrier that calls on the Port. If you would like to be included, or changes need to be made, please e-mail Crystal Darcy in MPA Intermodal Operations at cdarcy@marylandports.com.

Every effort has been made to ensure that this information is as accurate and up-to-date as possible. The Maryland Port Administration and Media Two assume no responsibility for errors, inaccuracies or omissions.

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Long before the Francis Scott Key Bridge spanned the Patapsco River, Hawkins Point, the southern terminus of the bridge, was the scene of two of Baltimore's most dramatic fires. The first was in 1913, before the pier was built. A freighter loaded with dynamite bound for the still-under-construction Panama Canal exploded, killing three men and sinking the *Alum Chine* along with two barges loaded with railcars. The explosion was felt as far away as Philadelphia. The second was a fire that broke out in 1951. The pier was used as a staging point for the construction of the Chesapeake Bay Bridge, near Annapolis. The

fire engulfed the entire pier, a ship, and briefly overtook the fireboat *Torrent* — burning the crew. Its cost in damages, estimated at \$11 million, was second only to the Great Fire of 1904.

The Maryland Port Administration rebuilt the pier and the Kennecott Copper Company began receiving copper from its Chilean mine there. At the same time, the company built a state-of-the-art copper refinery just to the east. In this 1958 photo the construction of the refinery is under way adjacent to what would become the Cox Creek Dredged Material Containment Facility. Across the river, smoke rises from the great furnaces of the Sparrows Point steel mill.

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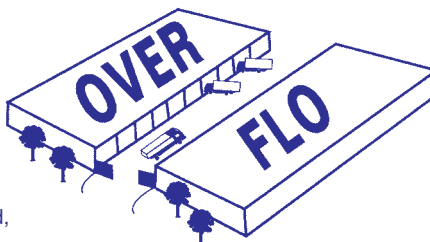
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